

Attachment E – ZMA201800006 3223 Proffit Road

Staff Analysis of Application's Consistency with Neighborhood Model Principles

Pedestrian Orientation	The applicant is providing sidewalks, crosswalks, and street trees along all roadways within the development. A trailhead will be provided between the development blocks and the 2.1 acre open space area at the north end of the property. <u>This principle has been addressed.</u>
Mixture of Uses	The Places29 Master Plan calls for this area to be developed primarily residentially. The Urban Density Residential designation intends for a variety of unit types to be provided. The application does not restrict any uses permitted by-right in the R-15 district, and will still allow for special uses within the development subject to approval of a special use permit. <u>This principle has been addressed.</u>
Neighborhood Centers	A 2.1 acre open space area is provided within the development that will offer residents an outdoor recreation and amenity area. A trail connection leading up to the future North Pointe development is also proposed. <u>This principle has been addressed.</u>
Mixture of Housing Types and Affordability	<p>The applicant intends to construct a mixture of single-family attached and multifamily dwellings within the project. The applicant has offered to proffer 15% affordable housing within the project, but state law regarding what kinds of proffers localities are allowed to accept prevent affordable housing from being proffered with a residential rezoning application. It is not possible to assure that affordable units will be guaranteed components of the neighborhood. Nevertheless, affordable housing could still be provided at the option of the developer once site design is initiated. Planning staff will coordinate with the Chief of Housing to offer the developer avenues for providing affordable units outside of the rezoning process.</p> <p>The North Pointe neighborhood is a designated Center in the Places29 Master Plan and has already been approved for a variety of housing types, including detached single family, attached single family, and multifamily. The requested R-15 district will allow for a mixture of housing types that complement the North Pointe development. <u>This principle has been addressed.</u></p>
Interconnected Streets and Transportation Networks	The applicant proposes grid pattern of public streets within the development and is proffering a network that contains no cul-de-sacs. Two street interconnections are also being proffered to facilitate the creation of a public road running east to west, parallel to Proffit Road. <u>This principle has been addressed.</u>

Multi-modal Transportation Opportunities	<p>Sidewalks are provided along Proffit Road and inside of the development. Crosswalks are provided at all street intersections within the project. The Long Term Transit Network map (Figure 4.9 of the Places29 Master Plan) does not designate any future transit service being provided down Proffit Road to the subject parcel. However, the plan does call for future local collector transit service to be provided along Worth Crossing and Leake Square, which are located approximately two-hundred and fifty feet (250') to the west of the subject parcel. The plan also calls for a future bus rapid transit (BRT) route along Route 29 to the west of the subject parcel. Therefore, nearby access to public transit will be possible in the future. <u>This principle has been addressed.</u></p>
Parks, Recreational Amenities, and Open Space	<p>A 2.1 acre open space area is proposed at the northern end of the property. This will provide adequate space for passive outdoor recreational opportunities that will serve the neighborhood residents. Additionally, this open space area will potentially provide a trail system that can be used by residents of North Pointe in the future. <u>This principle has been addressed.</u></p>
Buildings and Space of Human Scale	<p>The Conceptual Plan shows sidewalk installation along Proffit Road, and the internal street and vehicular travel way network proposes sidewalks in front of residential blocks. The street grid network will result in residential buildings facing public streets and will eliminate the potential for double frontage lots. This will create a sense of enclosure along the streets and make the development a welcoming environment for pedestrians.</p> <p>For any residential units that will be located adjacent to Proffit Road between Road between Road A and Road C (hereinafter referred to as Block A, Area 1), staff believes that the Draft Proffer Statement should be revised so that Proffer #D specifies that the front of the buildings of single-family attached and detached residential units should face Proffit Road, and that driveways should be rear loaded and only enter onto the internal public streets. Staff have informed the applicant that the concept plans should identify this area as "Block A, Area 1" on Sheet 3.</p> <p><u>This principle has been addressed subject to the revisions to Proffer #D specified in the staff report.</u></p>
Relegated Parking	<p>The Draft Proffer Statement states that no single-family attached dwellings will enter directly onto Proffit Road and lots will front directly onto internal public streets. This will ensure that driveways and parking spaces for attached single family units will be relegated from Proffit Road.</p> <p>The Draft Proffer Statement also states that parking for multi-family units will be relegated to the side or rear of buildings directly adjacent to Proffit Road, which meets the intent of the relegated parking principle.</p>

	<p>Additional requirements for screening in the form of landscaping or constructed materials are also specified in the Draft Proffer Statement, which further helps this principle be met.</p> <p>However, the proffer statement should be revised to specify that parking for detached single-family residential uses in Block A, Area 1 will also be located behind new buildings.</p> <p>Staff also recommends adding a new proffer stating that garages for single family attached and detached units located in Block A outside of Area 1 should be setback a minimum of 3' from the front building façade or front porch in order to achieve relegated parking for units within the development that are not adjacent to Proffit Road.</p> <p><u>This principle has been addressed subject to the revisions to Proffer #D specified in the staff report.</u></p>
Redevelopment	<p>The property currently contains one single family residential structure. The rezoning request will allow for redevelopment of the parcel at a higher density than the current use, in accordance with the Urban Density Residential land use classification recommended by the Places29 Master Plan. <u>This principle has been addressed.</u></p>
Respecting Terrain and Careful Grading and Re-grading of Terrain	<p>The Conceptual Site Layout and Grading Plan demonstrates that construction activities can be carried out in compliance with design standards for disturbances to Managed Steep Slopes as specified in Section 18-30.7.5 of the Zoning Ordinance. The proposed open space block also provides a de factor buffer around the intermittent stream channel which provides a layer of protection beyond what the County Code requires. <u>This principle has been addressed.</u></p>
Clear Boundaries with the Rural Area	<p>The proposed development is centrally located in the development area and does not share any boundaries with the rural areas. <u>This principle is not applicable.</u></p>